

IN THE SPECIFICATION

Please add the following section heading at page 1, before line 1:

**TITLE OF THE INVENTION**

Please add the following section headings at page 1, between line 3 and line 4:

**BACKGROUND OF THE INVENTION**

**I. Field of the Invention**

Please add the following section heading at page 1, between line 12 and line 13:

**II. Description of Related Art**

Please add the following section heading at page 4, between line 18 and line 19:

**BRIEF SUMMARY OF THE INVENTION**

Please add the following section heading at page 6, between line 18 and line 19:

**BRIEF DESCRIPTION OF THE DRAWINGS**

Please add the following section heading at page 7, between line 4 and line 5:

**DETAILED DESCRIPTION OF THE INVENTION**

Please amend the paragraph at page 7, lines 12-13, as follows:

We are now going to describe in detail the electricity production installation 12 represented on Figure [[12]] 2.

Please amend the paragraphs at page 13, lines 1-13, as follows:

- a) a balance stage in the course of which the potential electric power  $P_{pile}^+ + P_{eel}^+$   $P_{cell}^+$  that the fuel cell 14 is capable of instantaneously supplying is calculated in accordance with the fuel flow produced by the reformer 42 and in the course of which the electric powers instantaneously consumed by the electric motor 10  $P_{mot}^-$  and by the equipment 68  $P_{eq}^-$  are estimated; and
- b) a stage of calculation of the recoverable or excess electric power  $P_{rec}$  which is the result of the difference between said potential electric power  $P_{pile}^+ + P_{cell}^+$  and the sum of the estimated electric powers consumed ( $P_{mot}^- + P_{eq}^-$ ); and
- b') an intermediate stage of recuperation braking which is activated when the electric power consumed by the electric motor 10  $P_{mot}^-$  is nil, the electric motor 10 then being capable of operating as electric current generator, and in the course of which the electric power capable of being supplied by the electric motor 10  $P_{frein}^+ + P_{brake}^+$   $P_{brake}^+$  is estimated, then added to said recoverable excess electric power  $P_{rec}$ ;

Please amend the paragraph at page 14, lines 1-6, as follows:

On stage a) of the method, the instantaneous electric power  $P_{pile}^+ + P_{cell}^+$  that the fuel cell 14 is capable of delivering from the instantaneous fuel flow supplied by the reformer 42 is estimated and memorized by the electronic control unit 72. The fuel flow is, for example, measured by an appropriate sensor which is situated at the outlet of the reformer 42, the measurement then being transmitted to the electronic control unit 72.

Please amend the paragraph at page 14, lines 14-18, as follows:

Then, on the stage of calculation b) of the method, the recoverable or excess electric power  $P_{rec}$ , which is the result of the difference between the potential electric power  $P_{pile}^+ + P_{rec}$ , which is the result of the difference between the potential electric power  $P_{pile}^+ + P_{cell}^+$  and the sum of the estimated electric powers consumed ( $P_{mot}^- + P_{eq}^-$ ); and

$P_{cell}^+$  and the sum of the estimated electric powers consumed ( $P_{mot}^- + P_{eq}^-$ ) is calculated by the electronic control unit 72 from those three types of memorized values.

Please amend the paragraph at page 15, lines 7-11, as follows:

If the electric power required for the electric motor 10  $P_{mot}^-$  is nil and the speed V of the vehicle is strictly higher than zero, the vehicle is in a situation of recuperation braking. The intermediate stage b') is, therefore, engaged by the electronic control unit 72 in order to estimate the recoverable electric power in a situation of recuperation braking  $P_{frein}^+ P_{brake}^+$ .

Please amend the paragraph at page 15, lines 14-19, as follows:

On intermediate stage b'), the electric power  $P_{frein}^+ P_{brake}^+$  that the electric motor 10 is capable of supplying on recuperation braking is estimated by the electronic control unit 72. That estimate takes into account the speed V of the vehicle, as well as the ergonomics and passenger comfort. That estimated power  $P_{frein}^+ P_{brake}^+$  is then added to the recoverable power  $P_{rec}$  previously calculated. That sum then constitutes the new value of recoverable power  $P_{rec}$  by the vehicle.

Please amend the paragraph at page 17, lines 3-6, as follows:

Otherwise, the distribution stage e) is engaged. According to this embodiment of the invention, the electronic control unit 72 controls distribution of the electric power  $P_{frein}^+ P_{brake}^+$  supplied by the electric motor 10 in the different energy storage areas of the vehicle 16, 76, 78, 80.